

[REGULAR LINE of PACKETS for GERLON

REGULAR LINE OF PACKETS for GEELON
The Al clipper brigantine NORA, Captain M. Spence.

BALMAIN.—To let, a neat four-roomed Cottage, well furnished, with well stocked garden, and excellent garden water. Apply to **RICHARD SWIFT** and **CO.**, 10, Market Street, between line and three o'clock.

BUSINESS TO LET.—A House and Shop in a good locality, with a large and commodious room, and a good stock, at a sal. value. Apply 19, George-street, near the Theatre.

COMFORTABLE Board and lodging, at **REDFOOT'S**, 10, Market-street, between line and three o'clock, at 2s per week. Also, to Let, a Drawing-room and Bath.

FURNISHED Apartments. To Let, a Sitting-parlour and bedroom. Apply at No. 5, Duke-st., Woolloomooloo.

PAINT of a Dwelling-house to let, with commodious kitchen, two-stall stable. Enquire at **JACOBI** and **HEAT**, First-street.

TWO or three Gentlemen can be accommodated with Board and Residence in a small family, 22, Kent-street. No children.

TO RENT OR SELL, about 8 miles from Sydney—rent, \$60. per week—a 4-room veranda cottage, paved driveway, and back garden, with a large detached enclosed wood and water on the premises, stables, and a well-fenced house. Apply to W. REDMAN, Solicitor, 41, Pitt-st.

TO LET.—One of those commodious country houses, in the best of the country, in the neighbourhood of the Sydney Race Course, in George-street, opposite BUNNELL'S, in a new and airy position, with a large garden, and a well-fenced house. Apply to W. REDMAN, Solicitor, 41, Pitt-st.

TO LET, to a Lady and Gentleman, furnished or unfurnished, with board, 1, Colborne Buildings, Jamison-street.

TO LET, a three-roomed house in Duke-street, near the Sydney Race Course, with a large garden, and a well-fenced house. Apply to W. REDMAN, Solicitor, 41, Pitt-st.

TO LET, at Pyrmont, two new Stone Cottages, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1

TO LET, an Office in George-street. Apply to
J. G. WALKER, Esq., 10, Pall Mall.

TO LET, a House of five rooms and kitchen. Ap-
ply to J. G. WALKER, Esq., 10, Pall Mall.

**TO LET, at Moreton Bay, one of the oldest and best
paying Hotels in the district, and now in full trade.**
Apply to J. G. WALKER, Esq., 10, Pall Mall, or
Wynyard-square.

**TO LET, Furnished, in a healthy situation,
two distinct houses, one two, two bedrooms; no children or
lodgers.** Apply to Mr. J. G. WALKER, Esq., 10, Pall Mall,
opposite the Court House, Old South Road.

**TO LET, a House in Cleveland-street, Chipping-
chase, containing four rooms, a kitchen, a parlour, a
shop and front; rent, £2 per week. Inquire at Mr. HUGHES,
10, Pall Mall, Bank-street.**

**TO ENGINEERS.—To Let, Premises in the central
part of the city, with Blacksmith Shop and all the com-
plicity by letter, prepaid, to R. S., Post Office, box 112.**

TO LET, two spacious Offices, on the first floor of the Old Bank Building, in the WOOD and WHITEHALL Registry Office, 310, Castle Street.

TO LET, two spacious Offices, on the first floor of the Old Bank Building, in the WOOD and WHITEHALL Registry Office, 310, Castle Street. Apply to **BECKMAN**, a Technical Engineer, 10, St. James's Street.

TO LET, Furnished, in a pleasant and healthy situation, a Front Parlor and Bedroom, with the usual conveniences, and a Bath Room, at a low rate. For address apply to **MR. PEARSON'S**, next Royal Hotel.

TO LET, **Mr. J. Clark's** Assembly Rooms, Elizabeth Street, for concerts, balls, private parties, &c., on any day of the week, at a moderate rate. Apply to **MR. CLARK** on Friday. **J. C.** has gone to great expense since his return from the Continent, to make his Assembly Rooms capable of holding 60 persons at a concert, and of his doing up the Rooms for the reception of parties.

TO LET, on Leazes, a Cottage, corner of Elizabeth and Gough streets, containing four rooms, and a Bath Room, and a large garden, with a well, &c. &c. Also Three Allotments of Land, on building leases—Two in Leazes Road, and one in Leazes Park. Apply to **MR. CLARK**, 10, St. James's Street.

TO LET, a House containing 8 large rooms, a bath, and a billiard room, situated in the city of Sydney, in Little Elizabeth-street, Hurry Hill, near Con-
stantin's, and with a respective, splendid house, for
rooms, that must be visited at the house of
JOHN WRIGHT, Paddington; or at the Paddington Inn.

TO LET, a Dwelling, situated at Enskewville, N. W. corner of the present street, containing 6 rooms, 4
of four rooms, kitchen, garden, &c., and about two acres of
land, with a well, and a good house, for sale, or to
GAMROD, Pitt-street; or to MR. THOMAS, of
Adelaide.

TO LET, with immediate possession, Monmouth
place, Cleveland-street, Beccles, pointing the Governor's
residence, a large, comfortable, and well-furnished
and servants' room, coach house, and three stable stalls,
with a garden, and a well, for sale, or to
RICH. LANGLEY, and HUTCHART, Auctioneers, Bridge-

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FURNISHED APARTMENTS.—To Let, or three Rooms, with servants' room if required, and a bathroom. "Pines" street, Barry Hills, next door to Mr. R. A. Adams. Apply, *George Street, Sydney.*

FURNISHED APARTMENTS wanted, within five minutes walk of the centre of the city. King, and George streets. Address, T. 419, George-street, Sydney.

THE Illustrated Sydney News of Saturday, 6th May, contains an engraving of the "Hustings," at the City Election.

The Illustrated Sydney News of Saturday, 6th May, will contain an engraving of **HENRY PARKER**, Esq., M.P., at the City Election.

THE Illustrated Sydney News of Saturday last

THE *Illustrated Sydney News* of Saturday, 6th MARCH, will contain an engraving of "The Sydney Fishing Company's Boat in Jackson's Bay."

THE *Illustrated Sydney News* of Saturday, 6th MARCH, will contain an engraving of "An Amusement at the Rock Diggins."

THE *Illustrated Sydney News* of Saturday, 6th MARCH, will contain an engraving of "An Amusement at the Rock Diggins."

THE *Illustrated Sydney News* of Saturday, 6th MARCH, will contain a Map of "The Seat of War."

THE *Illustrated Sydney News* of Saturday, 6th MARCH, will contain all the News of the week.

PIANOFORES of every description, warranted to perform, and on hire, at the lowest rates, at the Music Warehouse, 100, Market Street, Sydney.

LAST Source Muncie, by Monsieur and Madam HERWIN, on Tuesday next.

200 NEW Oak Beef Ties for Sale at the Auction of the JAMES MACMURDOCH DOOR SALE, on Friday, 6th March.

FOR SALE, Forty Tierces prime Beef,
to be sold by **W. KORTON, 118, King-street East.**

GNIP SEED FOR SALE, in quantities
to suit, by **V. M. BARNES, 10, Finsbury Pavement.**

SOME BALLAST.—Thirty tons to be disposed
on Board the *Eliza*, burgeo, **Rushley's Wharf.**

DISALNISED IRON STORE, now landed, on
Circular Wharf, 63 feet long by 31 feet wide, on to
be sold by **W. KORTON, 118, King-street East.**

COAL ROBIN-O-THE-HOOD, **CO.,** **Hunter-street.**

CAR PHAETON, built by **Kearney's of York**
for the London market, with patent axles, enamelled
iron wheels, and painted all over by one horse, **C. R. BODD**
and **CO.,** 48, **Hunter-street.**

PORTABLE HIGH PRESSURE ENGINE.
By **JOHN W. ALLEN, and**
Greaves & Co., Ten Horse Power High Pressure

ASPHALTIC PITCH.—10 Barrels of the
suitable for manufacturing Asphalt. **BOW, WALKER**
Co., Circular Wagon.

FOR SALE, a Patent new Swing Cot, a pa-
tent yacht tender, and a jannepun pillar we've-wooded with
the best of the timber is preceding by the owner.
Apply to **W. H. HILLMAN**, Fisherman's Wharf, San Francisco.

EVANS and **CO'S** Bottled Ale and Porter, land
at KATHAY, 500 cases, 4 dozen each. **L. and S. SPT**

TO BUILDERS, CONTRACTORS, AND OTHERS.
P. & S. 14,000 feet Hardwood Timber, in full
discuss. Apply to **M. HILLMAN**, Fisherman's Wharf, San Francisco.

ELIGIBLE INVESTMENT.—To be sold by
contract, a five-roomed House at Chidsey, near
San Francisco. For particulars apply to **W. H. HILLMAN**,
Fisherman's Wharf, San Francisco.

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SHIPPING.

DEPARTURES.
 May 4.—Royal Victoria, for the South Sea.
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PROPOSED DEPARTURES.
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CLEARANCES.
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COURTESY INWARDS.
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REPORTS.
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drink. "The effect upon the morals of the drinking generation by the constant exhibition of drunkenness, almost unrebuked, must," Mr. EXCELLENCE observes, "be most shocking; and, in stating my opinion of the necessity of taking some immediate steps to eradicate this evil, I do, I am sure, but give expression to the feelings of the whole of the thinking portion of the community. What steps should be taken, I am not prepared to say; but they need to be strong and decided, in order to overpower evil which is daily increasing and extending itself. Education, as acting upon the young, and in these colonies the very young, can do but little when opposed to the constant influence of evil example. Religious and moral influences can have little or no effect upon those whose habits being sinful, necessarily withdraw them from the sphere of their operation. Something, then, should be done to get rid of the evil example operating on the young, and give to education and religion an opportunity of exercising their proper influence. I can but express my hope that by God's blessing upon our deliberations the means of this may be devised, and that the progress of a vice so injurious to the present and future character of the colony may be stayed."

It is evident from these observations that Sir WILLIAM DENISON is of opinion that the correction of this great social evil is within the scope of legislation. And, from the passage we have marked in italics, it is clear that he had in his mind some strong measure of a coercive character, probably something similar to the Maine Liquor Law.

Among the numerous suggestions that have been thrown out for dealing with this confessedly difficult subject, we have met with two which seem to us to merit very serious consideration. One is, to prohibit the sale of ardent spirits, but without further interference with the sale of wine and malt liquors. The other is, to prohibit the retailing of any of these drinks in less quantities than a bottle; to do away with the licensing system altogether, making the bottle system as free as any other branch of trade; but not to allow liquors in any instance to be drunk upon the premises where they are sold.

Both of these proposals are noticed by the Melbourne *Australasian* in favorable terms. The first of them, indeed, our contemporary unequivocally espouses. "Our own impression," he says, "is, that spirits should be a proscribed article; that they should be hunted out, and destroyed without mercy, whenever and wherever they can be found, although the sale of wine and beer should still be tolerated." We are strongly inclined to the same opinion; but before committing ourselves, we shall give it our mature consideration.

We trust the whole of this important question will be taken up during the ensuing session of our Legislature, and be subjected to the scrutiny of a select Committee.

In the month of June last, the Lords Commissioners of the Admiralty and the Master-General and Board of Ordnance appointed a mixed Committee of officers, to consider how far it might be possible to carry into effect a plan for arming the contract mail packet steamers, and to report whether the terms of the contracts had been observed by the several companies as regards the preparation of the vessels for war purposes. The Committee consisted of Colonel COLQUHOUN, R.A., Commander JARVIS, R.N., and Mr. HENRY CHATFIELD. The report of these gentlemen was made in January, and to-day we reprint its most important clauses.

It will be observed that the vessels owned by the Peninsular and Oriental and the Royal West India Mail Packet Companies are 53 in number. The former company have eleven wood and twenty-two iron ships, the total tonnage being 39,249; and the total horse power, 11,567. The latter company have nineteen wood and one iron ships, the total tonnage being 35,332; total horse power, 9,550.

The Committee report that none of these vessels would become efficient substitutes for regular men-of-war, but that some of them would be made auxiliary for war purposes—in fact, they might be employed as a kind of naval militia, for home service; but the Committee recommend that they should be used for armed packets and troop-ships. The report suggests that if any of these vessels were taken up by the Government, the mail packet companies might experience great difficulty in replacing them, more particularly since the Government would be first in the market, and there would be a great demand for ships to afford the earliest means of communicating the news of hostilities, or of reinforcing the colonies with men and stores.

The Committee do not express an opinion as to the fitness of iron vessels for war purposes, but the propriety of using that material would shortly come before them, when examining the eight large vessels belonging to the General Screw Steam Shipping Company.

Three reasons are given why the Committee do not think these steamships would be efficient substitutes for regular men-of-war. The first is, that the sharp form of bow to promote speed, continued upwards as it is to the heights of the portails, renders it impossible to point and elevate guns in the line of keel. The second is, that their rake of stern would render it dangerous to fire a gun when elevated, more particularly when trained from a fore and aft line. And the third and most important objection refers to the build and construction of these vessels: They have been designed entirely for steam propulsion and passenger accommodation, all other purposes have been made subservient to those ends. Hence they are greatly undermanned; they are a bright between decks unnecessary for men-of-war; they appropriate more than the space usually allowed for engine room and the stowage of coal in her Majesty's ships; and, as consumption of fuel on board these vessels, say Parna class, amounting to about 80 tons of coals per diem, would become a grave question with the government when estimated at per gun, considering how few guns it is proposed to place on board these vessels in relation to their tonnage, in comparison with regular men-of-war.

To this, objections are made, as the importance that should be attached to the exposure of the engines, boilers, and steam chest to shot; and also to the paddle wheels as being usually of enormous size and weight, rendering them very vulnerable, and presenting a great impediment when under sail; none of them carry paddle-box boats, and if these were fitted in an elevated position, it would cause the vessel to roll deeply and labour in heavy weather, and that the height and space for saloon and cabin accommodation is quite disproportionate to the requirements of a man-of-war.

Such are a few of the chief features in the report. We place these prominently before our readers, because some of the correspondents (and they are legion) who have suggested plans to obtain money which may be lavished in

priority of arming our colonial steam fleet. How far it would answer to do so will be better understood when the report here alluded to is carefully perused.

UNION OF THE COLONIES.

Those who once questioned the capacity of the colonies for self government, if friendly to the general cause of liberty, will acknowledge that the result of the trial has been hitherto favourable. It is true that the enfranchisement of the Australian has been accompanied by some extraordinary events. The absorption of popular interest in the discovery of gold, the sudden relief of encumbered estates, the lucrative and abundant employment of all who obtain their living by their daily toil, the shifting of the population from place to place, and the vast additions by immigration, have all tended to abate the fervour of political parties.

It is true that this calm to continue, the capacity for self-government would decline. In default of its exercise, the corruptions which insensibly gather around a full treasury would rapidly grow, the highest class of talent would cease to be purchasable for public service, and the community would drop down to the level of a mob.

In the meantime, however, the enlightened politician has a golden opportunity. If in the possession of the Government about the season of confidence and repose, and take advantage of popular inattention and indifference, they will meet hereafter an awkward reckoning. But, if wisely using an auspicious hour, statesmen construct a system of government which shall place the wisdom, the intelligence, and stability of the Australian in a central position, to guard—not the rights or prejudices of a caste—but the order and morality of society, they may acquire a status which could never be attained in seasons of fierce agitation; which may never be recovered if forfeited by an alliance with abuses.

An attempt to absorb the whole power of government in a single colonial legislature, and to form that house on narrow and exclusive electoral principles, would be both a wrong and a fault. If such an assembly engrafted all the details of the Municipal Government, its character will be reduced to the standard of its business; its parties will be personal, and its debates mere. The higher branches of legislation require a different training, and a sphere more enlarged.

A young colony cannot furnish a considerable assembly without descending low in the scale of political intelligence. A fit of patriotism may constrain a certain proportion of qualified men, at immense personal sacrifice, to accept the labours of public life; but the discomfort, separation, and loss will be borne by their families with increasing impatience. Having toiled for the public, they will sometimes hear of nothing but their alleged defects. Thus, more pushing and unscrupulous men, having no larger sphere of action open, will aspire to their seats, and a few valiant and respectable men, under the colour of the retirement where there are none to dispute their uprightness or wound their self-love. Yet a number beyond all proportion to the electoral roll must be fixed upon for a supreme assembly legislating for a community. No country will consent to be exclusively governed by a committee, or to entrust their lives and property to a paltry council.

Thus, the structure of a colonial legislature inevitably involves either the limitation of its members, or ultimately the depression of their average fitness. There are few communities, however, incapable of furnishing sufficient talent to be entrusted with minor legislation and petty government. Several such might exist in the larger colonies; three-fourths of the public business, which common education and common sense would enable them to conduct, might lie at their disposal. The local consideration they might enjoy would be at least valued as highly as the honour of a legislative trust more important, but to be exercised at a distance. It is thus that a central legislature, having a high but limited duty, would attract the ambition of men conscious of political ability and looking for a wider sphere. Brought face to face with others equally independent, they would be less likely to draw to themselves that pernicious authority, which sometimes has degraded the forms of legislation, and left the calm spectator in doubt whether the obsequious obedience of a nominee council was less trustworthy and respectable than the servile deference of parliament, under the colour of representation. It is not in smooth times that the danger of such "mediocrity" in the prevailing character of a legislature is likely to show itself. It is when high questions involving the tranquillity of the public, external or internal, await a decision that the peril of individual eminence and general incapacity displays itself, and a whole community is dragged at the heels of one or two men. Conscious of immense inferiority, the herd of legislators dare not venture to oppose the dictation they have been accustomed to obey. Himself, virtually the minister, although perhaps not in office, the bell-wether of the flock unites his followers to the political sham. If any conclusion may be drawn from the past history of colonization, this is sure,—"that the impulses which govern a small assembly are direct, electric, and irresistible. Where the vast majority stand at a long interval from the few in talent and eloquence, their decisions will be pronounced by the voice which over-awes while it persuades them, and if they are wise and just it will be because their dictator is just and wise."

The choice of suitable men for the important duties of a supreme legislature is not a mere question of the popular will. The difficulty will be found in preserving sufficient public spirit among those who possess leisure and education. The most qualified too often shrink from the burden, and outrage by their contempt, the self-esteem of the masses whom they disdain to guide; they expect from the people that appreciation of worth which it is impossible they can ever exactly estimate. They forget that, except in times of excitement, a cold acknowledgment is all that the highest merit can obtain.

Still the proverb, "the man and the hour," is not confined to heroes and founders of systems. Wherever important principles are at stake they will prove the nucleus of legislative intelligence and moral force. Even America, to which has been ascribed a partiality for second rate men, can present a bright page of legislative glory, and yet another will be written. The great subject which has divided the North and South will form a rallying point, around which a pure and lofty ambition will display its highest qualifications. If ever a peaceable solution of that great national question is accomplished, it will be by the agency of men whose intellect raises them above the transient passions of the democracy, and who are conscious of spectators in the whole universe of moral and mental existence.

JOHN ADAMS.

THE NORTH AUSTRALIAN EXPLORING EXPEDITION.

It is understood that Mr. Haug's proposal to explore Australia has been carefully discussed by a Committee, and, after undergoing several modifications, has been favourably reported on to the Council of the Royal Geographical Society. It appears that the great unknown interior of our continent can be most safely reached by making a starting-point from the mouth of the great navigable river, the Victoria, on the north-east coast, where Captain Stokes, of H.M.S. *Ugale*, so far explored it as to arrive at within about 500 miles of the centre of the continent. Captain Stokes was obliged to return for want of sufficient resources; but he succeeded far enough to satisfy himself of the fair prospect of success for any future explorer. He says, "If I directed continued to the southward, and far away could be traced the gleaming green valleys of its course, as it flowed on in undiminished magnitude," and his last "regretful view," as he describes it, was taken in latitude 15° 36', longitude 130° E., at a distance of 140 miles from the sea.

The different explorations of King, Wickham, Stokes, Owen, and others, have shown that several of the rivers of the north coast are navigable some distance up, and that rich and fertile alluvials extend along the banks of the Victoria, Albert, Liverpool, Alligator, and Adelaide Rivers; and poor Leichhardt's first expedition greatly added to the number of streams around the southern basin of the Gulf of Carpentaria.

As yet, however, no explorer has successfully passed over the coast range to the south, where Mr. Haug hopes to find large grassy fields, extending far towards the interior.

Dr. Blundell—no inconsiderable authority on Australian matters—supported by the exploration of Mitchell, Stuart, Eyre, and others—thinks that the hitherto greatly dreaded "Central Desert" of this strange continent may ultimately prove no desert at all for desert and fertile spots border each other so closely here, as to make that circumstance one of the most striking peculiarities of the land; which marked features may account for the healthy character of the whole continent at large.

The proposed expedition may thus not only hope to solve the mystery of the interior of Australia, but traversing, as it proposes to do, the only hitherto great unknown portion of our continent, it may at any rate furnish the means of making a rough map of the whole, determining to the colonists of the Eastern, Southern, and Western provinces, whether or not the interior is to remain to them and the rest of the world an impenetrable territory, and "a sealed book."

On this interesting matter we are glad to be able to furnish our readers with a report of the proceedings of a conference between some merchants of the city of London and the Duke of Newcastle, at the Colonial Office, for the purpose of tendering to his Grace their co-operation as a committee formed to promote the proposed Government expedition to explore the coast and interior of North Australia.

Mr. W. S. Lindsay explained the circumstances under which the committee had been formed. B-ing interested in the subject, they considered it desirable that the only existing body, the Royal Geographical Society for the cost of the expedition, put at the disposal of the Government, to £3500, should be raised to £5000, and they were prepared to take steps to obtain the additional £1500, when they were gratified by the announcement that the Government considered the undertaking of sufficient importance to charge itself with the entire management. They now waited on his Grace to offer all the practical service and co-operation in their power, and they desired to express the opinion they entertained of Mr. Haug, of his energy, and the time which he had devoted to the subject of the proposed expedition. They considered him well qualified to take part therein, and especially in the duty of exploring the interior, and they proceeded to point out on the map the vast importance of this interior survey, and to indicate how it should be conducted. In his opinion, a passage should be attempted by the Victoria River, and thence to the country to Adelaide. That river had been found navigable for frigates for sixty miles, and there was reason to think that it went a long way into the interior, and thence to the coast of the Albert was not far from each other.

The Duke of Newcastle said that he had not yet seen Captain Stokes, to whom he had offered the command of the expedition as the fittest person for it. The proposal for an exploring expedition had originated with the Victoria River, and the Royal Geographical Society, who had been aware, with the Royal Society, that a sum of £2500 would be sufficient to cover the expense. After due consideration, however, he became convinced that it would not be sufficient to carry out the expedition, and he was therefore satisfied to the country. The Society seemed to have come to the same conclusion, and applied subsequently for £3500. He had no doubt that the Victoria River would be a satisfactory route, but it occurred to him that the Government should undertake the expedition on such a scale as might secure results of which the country would have reason to be proud. He communicated this feeling to the Royal Geographical Society, and he then informed them of the course which he proposed to take, which was, having selected the route, to carry out the expedition, and to take charge of the expedition, to call upon him to frame a complete plan of operations in detail of the route to be explored, the proper starting point, the assistance required, the time to be occupied, the probable expense, and the number of men, and the names of those gentlemen whom he would select to accompany him. He felt it better thus to make the head of the expedition responsible,—of course taking counsel from the most competent to advise him,—as, for instance, Sir H. de la Bèche on geology, and Sir Wm. Hooker on botany. When he obtained this general plan he would be in a better position to decide whether the expedition would start at once with recommendations, or whether the Government should be looking to the period of the year, it was better to postpone the starting, and, in the mean time, communicate with the governors to obtain their co-operation. As to Mr. Haug, he had no desire to deprive him of the share of the Victoria River, and he was gratified from the energy he had shown. Mr. Haug was the first person he communicated with after determining that the Government should take the matter up, and he then explained why, having so determined, the expedition could not be placed upon his shoulders, not influenced by the circumstances of Mr. Haug being a foreigner; but, when there were many eminent men distinguished by their explorations, and practically acquainted with the requirements of such an undertaking, it was desirable that one of them should be placed in command, rather than a person who, whatever his merits otherwise, was not acquainted with the country, and had never been there. He told Mr. Haug that he should feel duty to himself to recommend him to the requirements of such an undertaking, it was desirable that one of them should be placed in command, rather than a person who, whatever his merits otherwise, was not acquainted with the country, and had never been there. 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Herald Printing Office, Lower George-street, Sydney, New South Wales, Friday, May 3, 1854.